

State Hist. Society, Comp.

# BARTON COUNTY DEMOCRAT

VOLUME XXVI.

GREAT BEND, KANSAS, FRIDAY, SEPTEMBER 17, 1909

NUMBER 27

## The Opportunity For a North and South Road Is Knocking at Our Door--Opportunity Comes But Once

### The Building of a Railroad

Some Business Reasons Why Communities Should Assist in Building Roads . . .

Railroads are constructed for two particular reasons. One is, of about 38000 per mile, when the other is for the transportation of the products of the farm and the shop to market, and from the shops and supply centers to the farmer. The interests of the farmer and the railroad companies are identical. Without the railroad, the farmer would have but a crude way of transporting his products to market. It takes money to build a railroad, and no one is going to invest in railroad stocks or bonds unless they see a dividend or interest return on such investment. In former years when the first trans-continental lines were constructed, a charitable government donated millions of acres of land to the promoters of the lines for them to sell to prospective farmers, in order that the road might be built. First, the line was constructed on paper when the land donated to the line, construction work was begun, and simultaneously immigration agents were started out securing settlers for the lands which were sold on payments. In this manner the settlers and the railroad came on together.

In our day and age this method of building lines cannot be followed, as there are through this section of the country no more government land available. Hence it takes the cold cash to build a railroad. It stands to reason that those who will be most benefited by a new line should do their share of the burden in subsidizing the funds for the line. To subscribe the entire amount for constructing a line, would be asking too much, but at least they should make a start, and then the financiers who are in the business of financing institutions of this kind will do the rest.

There has been much antagonism between the railroad companies and those they serve, especially in the past few years. This is not the fault of the companies so much as it is the speculators who have the stock and the management of the road in issuing and floating what is commonly called water stock for years; and we owe to this latter fact, because we have been paying tribute to the railroad corporations on their water stock for years, and we are doing so now. In political campaigns in the past we had this recited to us many times. For instance, it comes home very forcibly about tax paying time. The farmer and the merchant pays taxes on the actual value of his stock and farm. So does the railroad corporations, say the tax commissioners. That is true, but they have not been paying on the amount that they have been exacting tribute on from the people in the way of freight rates. For instance, the Missouri Pacific has

district, with a valuation, aside from railroad property, of \$321,285, or approximately 20 per cent more than district 66, needs only to levy a slight fraction less than 1 3-10 mills to produce the same amount of revenue, because of the fact that to the valuation given above, is to be added \$138,307 in railroad property. Therefore with only 20 per cent more real and personal property for taxation, the railroad property enables the Olmitz district to get along with a little fraction more than half the levy that the Galatia district has to pay.

Take two townships, Fairview and Eureka. Eureka, with a valuation, aside from railroad property, of \$1,004,376 plus \$178,417 in railroad property, levies a tax of half a mill for township purposes, producing almost \$600 in revenue. Fairview township with no railroad property, and with \$923,902 in valuation, or about 8 3-4 per cent less than Eureka's valuation without railroads, is forced in order to secure same amount of revenue, approximately 6 4-10 mills, or a trifle less than 30 per cent greater levy. We believe that these facts speak for themselves in favor of a proposed line of railroad.

Take the marketing of grain for instance. As an example we will take Fairview township again. Before the days of the Missouri Pacific, the people of that township were compelled to either come to Great Bend or go to Russell. It took a long hard trip to come down in a day and after a night's rest in the hay mow of a friendly livery barn, a long trip back the next day with a load of provisions. The Missouri Pacific was built, now they market at Boyd, Olmitz or Otis. If they are, right quick, and have excellent horses and good roads, they can make two loads to market in one day. They generally figure three loads in two days. But, if a new line were to be constructed with a station at Galatia, almost every farmer in the township in good weather could make it to market three times a day, or market his wheat in just half the time that he does now. Again, farmers usually pay half a cent per mile per bushel for hauling wheat to market. Many of the farmers market almost all their wheat direct from the machine as they have no storage bins. For these same farmers in Fairview township, to haul or have hauled their wheat across Grant township, to get to the elevators at Olmitz, must pay three cents for the six miles. On the proposition that a line is built and elevators established at Galatia, this three cents in the hauling would be saved. The assessors returns show that on March 1st, this year, there were 12,153 acres of wheat in Fairview township, on a basis of say an average yield of ten bushels per acre, and this is low, it calls for 121,530 bushels of wheat, and a saying of 3 cents per bushel on that wheat means \$3645.90, which is about \$25.00 per quarter for every year, or if the township needed no more revenue each year than Eureka is getting this year in the foregoing figures, it means no taxes would be necessary for six years. These figures are plain, they speak for themselves. Then add to this the fact that every dollar's worth of goods sold, by the Galatia merchants now has to be hauled from Olmitz, and that they pay ten cents per hundred for such hauling, when with a road to Galatia it would not be half that, see what a saving there is in the articles you buy. These figures are given by way of illustration. They will not apply specifically in every instance that may be cited, but they do apply in principle to every community. For years we have been hearing about north and south roads, but always there has been a slip. We have once more before the people of this section of the state an opportunity, a Barton county opportunity as it were, to build a north and south road, proposed

### Our Prosperity Edition

Messrs Fallon & Bailey, who will have charge of the work of getting out our big prosperity edition, expect to be ready to begin work on the same next week. When they start, we will push the matter as hard as possible in order to get it out properly and in due season. This is a proposition that will do more for the county than anything else of a similar character ever has or will do. It will show the progress of the county, the stage of development it has reached, and will in many ways inform the outside world that Barton, the county we love to call our home, the county that leads the world in the production of wheat for hungry masses in the east and the far east, is peopled with the most enlightened, progressive, and wide-awake people to be found any place.

We propose through this edition with the help of the people of the county, to show our eastern relatives who have always sneered in a way at Kansas, our western cousins who became discouraged and drifted on, and that we have struck the garden homeseeking class everywhere, that we have struck the garden spot of the world. This edition will not be filled up with the advertisements of our merchants. It will be a separate edition entirely, solely for the purpose above set forth, and in the previous article, to show what we have in the way of farms, cattle, horses, factories, business houses, etc. It will be an edition that you will be proud to send to the folks who are not dwelling among us. It will be an edition that will stimulate such an interest in our community as to make property values look up a bit in answer to the inquiries for homes, and it will be to your interest, reader, to be part of this edition, helping thereby to "Show the world" the beauties of Barton County. Are you ready to help, whether or not, when either of the gentlemen above mentioned calls on you give him a hearing, and we will guarantee to you that you will receive gentlemanly treatment from them, and that this is no skin game. We stand absolutely responsible to you for the fulfillment of every obligation that is entered into by our solicitors with you. We have confidence in you, and will see that any confidence you place with these gentlemen, will be guarded. We want your help in this matter we will give you value received for what you do, and we want all join together to make a success, for the benefit of you and the paper, and the promoters.

### Malvina Wilczek.

A telegram from St. Louis on Wednesday morning announced the death in that city of Miss Malvina Wilczek, a sister of Leo Wilczek and of Mrs. B. J. May. Of this city. Deceased was here last winter on a visit, as well as having been here at previous times. She made many friends on the occasion of her visits. She was about forty years old, and took sick while in California. She lived with a sister in St. Louis. Mr. Wilczek of this city left for St. Louis on Tuesday morning in response to a telegram as to her illness, but as she died Tuesday evening he did not reach her bedside before the end. The many friends of the deceased extend their sympathy.

### Elks Minstrels

Arrangements for putting on the Elks minstrels are progressing very satisfactorily. The date has been set for Sept. 28th, and it is intended to take the show over to Holsington for the next night. Mr. Bren will be here the first of the coming week and then there will be something doing. There will be twenty-four gentlemen and sixteen ladies in the affair, with eight and men. This will be the treat of the season to the amusement loving public. Admission tickets, \$1.00.

H. E. Turek has been appointed Deputy Game Warden for Ellinwood.

### William Hayes

On Monday of this week at his home in Winfield, occurred the death of Rev. William Hayes, father of our esteemed townman, W. E. Hayes. Mr. Hayes was born in England, almost 87 years ago. He came to the United States when a young man about 28 years of age, settling first in Pennsylvania, thence moving at an early day to Iowa, and came to Barton county in 1876, and remained until some 20 years ago, when he moved to Winfield.

Mr. Hayes was a Methodist clergyman, having followed the ministry all his life until some seven years ago when he retired. He was a man among men, of a kindly disposition, practicing the Christianity which he preached. He leaves to mourn his death his widow, also W. E. Hayes of this city, W. T. Hayes of Arlington, Mrs. Eva Dale of Leadville, Colo., Mrs. J. Barrett of Arlington and Miss Minerva Hayes of Winfield.

The death of Mr. Hayes removes from this earth one of those who have made the world better by their having lived in it. His many acquaintances in this community, as well as the many friends of the family express their sincere sympathy at the death of Mr. Hayes.

### A Fair and Square Proposition

The directors of the Kansas Northwestern, the proposed north and south road, at a meeting held Wednesday morning, decided to offer the bonds of the company, which are offered to the local people, in such a manner that there can be no hitch whatever in the agreement, as stated elsewhere in this issue, and as stated in previous issues, the company is asking the people of Great Bend and Barton County to purchase first mortgage, forty years gold bonds drawing five per cent interest, to the extent of \$5,000 per mile, for every mile the road traverses this county. As a bonus every purchaser will receive an issue of stock equal to 20 per cent of his purchase of bonds. As a rule promoters of railroad lines ask for the money in advance, but such is not the case with the company now organized to build. They are not asking for the cash in advance. They only ask you to agree to take a certain amount of bonds, whenever the road has been laid out, graded, tied and railed, and a train has been actually run over the line. In other words when the line has been completed from Great Bend to Galatia and trains are running, then your subscription to the bonds of the company comes due and is payable. The same with the line from Great Bend to St. John. What could be fairer than this proposition. No road, no obligation. Road operating, your subscription comes due. You pay nothing until the railroad is an absolute fact.

We have had chances for roads before, but here is a chance that we cannot afford to let get away from us. If the people of Great Bend and Barton county, who are to be benefited by this road do not subscribe the necessary amount of bonds asked for by the company under these circumstances, under what circumstances will they? The people must help in order to get this road, or any other, and if they do not feel safe in putting their subscription in under this plan, there never will be a plan under which they will. This is the golden opportunity for a north and south road, and for heaven's sake, if we ever want a road, let us get it this time, or we may as well make up our minds, we will never get it.

We notice that A. C. Ward, formerly a resident of this county, but now residing in Stafford county, is much in evidence among those who secured first prizes at the recent county fair held in St. John.

Subscribe for the Democrat, and get all the county news.

# CLOSED

Friday afternoon from one to four o'clock during funeral services of a relative of firm.

## C. SAMUELS CO.